

The Examiner rejected claims 16 and 21 under 35 USC 103(a) as being obvious over Yoshikawa (JP 402081888) in view of Aulanko et al (5,665,944).

The Examiner cited Yoshikawa for teaching a car, at least one elevator door on the front face, first and second of an elevator car for movement between open and closed positions, first and second sheaves mounted on the front face of the car comprising the vertical portion of the header, a rope forming a closed loop around the sheaves wherein the door is attached to the rope and a drive motor on the front portion of the car coupled to the elevator door.

The Examiner cites Aulanko et al for teaching a flat motor integrated onto a sheave and that it would have been obvious to one of ordinary skill to modify the drive apparatus of Yoshikawa by adding a flat motor to integrated onto one of the sheaves.

Applicant respectfully disagrees; Yoshikawa does not teach a motor located on the front face of an elevator car. The motor 9a is located on top of the elevator car, requiring increased clearance at the top of the hoistway. Applicants' invention allows the motor to be removed from the top of the car reducing the required clearance at the top of the hoist way.

Furthermore, Applicants respectfully disagree because there is no motivation to modify the references (MPEP 2143.01). Aulanko et al describes an elevator machine located in the hoistway comprising a motor and two traction sheaves designed to move the elevator ropes wherein the two traction sheaves provided are attached to a rotor by means of fixing elements.

There is no suggestion by Aulanko et al or Yoshikawa that the drive system of Yoshikawa consisting of a motor located on the top of the car; a first drive belt and an intermediate drive gear, can be replaced by the elevator drive motor of Aulanko et al, which is mounted in a hoistway and includes traction sheaves.

For the foregoing reasons, reconsideration and withdrawal of the rejection of claim 16 as obvious over Yoshikawa in view of Aulanko et al and Kershaw et al is respectfully requested.

Since claims 17 through 21 depend either directly or indirectly from claim 16, they are patentable for the same reasons. Therefore, reconsideration and withdrawal of the rejection is respectfully requested.

The Examiner rejected claims 16, 17 and 21 under 35 USC 103(a) as being unpatentable over Yoshinobu (JP 4-06329375) in view of Aulanko et al. The Examiner cites Figure 6 of Yoshinobu as teaching a an elevator car having a front face, elevator doors, first and second

sheaves, with a closed loop rope between a drive motor on a front portion of the car driving one of the sheaves via a pulley.

The Examiner cited Aulanko et al. as teaching a flat motor integrated onto a sheave and further states that it would have been obvious to one of ordinary skill in the art to modify the apparatus of Yoshinobu by adding the flat motor onto one of the sheaves shown in Aulanko et al.

As stated above, claim 16 claims a sheave and integrated flat motor is mounted on the front face of the elevator car. Yoshinobu does not teach a flat motor integral to a sheave located on the front face of an elevator car. The motor 13 is located on top of the elevator car, requiring increased clearance at the top of the hoistway. Applicants' invention allows the motor to be removed from the top of the car reducing the required clearance at the top of the hoist way.

Furthermore, Applicants respectfully disagree because there is no motivation to modify the references (MPEP 2143.01). Aulanko et al describes an elevator machine located in a hoistway comprising a motor and two traction sheaves designed to move the elevator ropes wherein the two traction sheaves provided are attached to a rotor by means of fixing elements.

Yoshinobu teaches a drive motor located on the top of the car with a pulley driving a first sheave, which in turn drives a rope for positioning the doors. The first sheave appears to have gear reduction feature. There is no suggestion by Aulanko et al. or Yoshinobu that the drive system of Yoshinobu consisting of a drive motor, drive belt, and master shaft can be replaced by the elevator drive motor of Aulanko et al.

For the foregoing reasons, reconsideration and withdrawal of the rejection of claim 16 as obvious over Yoshinobu in view of Aulanko et al is respectfully requested.

Since claims 17 through 21 depend either directly or indirectly from claim 16, they are patentable for the same reasons. Therefore, reconsideration and withdrawal of the rejection is respectfully requested.

The Examiner rejected claims 18-20 under 35 USC 103(a) as being unpatentable over Yoshinobu in view of Aulanko et al as applied to claim 17 above and further in view of Tracey (5,701,973). The Examiner cites Tracey as showing a header mounted between the top of the car and the top of the door opening and that it would have been obvious to modify the apparatus of Yoshinobu by adding the header bracket of Tracey.

Applicants respectfully disagree. As discussed above Applicants believe that claim 16 is allowable and therefore claims 18-20, which depend either directly or indirectly there from are

also patentable and therefore Applicants respectfully request withdrawal of the subject rejection. Furthermore Yoshinobu clearly shows a motor located on top of the car. As discussed above there is no motivation to combine Aulanko et al, which teaches an elevator drive mounted in a hoistway and Yoshinobu therefore there is no motivation to combine Tracey and Yoshinobu because the drive of Yoshinobu must be located on top of the car.

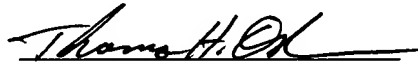
### CONCLUSION

In as much as neither the structure nor function of Applicants' invention has been anticipated or made obvious, Applicants respectfully request reconsideration of Claims 16-21 and, upon such reconsideration, allowance of Claims 16-21.

Respectfully submitted,

Christian Tonna et al

Otis Elevator Company  
Ten Farm Springs  
Farmington, CT 06032  
Telephone: (860) 676-5041

  
Thomas H. Osborn  
Registration No. 40,752